

NEWEST TENNIS STAR PUTS OUT CLOTHIER

After Losing the First Two Sets
Young Johnston Outplays
Former Champion.

YOUTH IS SERVED AGAIN

Touchard and Washburn Cause
W. A. Larned and Beals
Wright to Trail.

Boston, July 26.—Youth and age clashed on the Longwood tennis court this afternoon, and as most generally happens youth was served. William M. Johnston, 18 years of age, most recent crusader from west of the Rocky Mountains, defeated W. J. Clothier, somewhat older, in five sets, 4-6, 5-7, 7-5, 6-0, 8-6. Then again youth, in the person of Gustave F. Touchard and W. M. Washburn, forced William J. Larned and Beals C. Wright, both veterans, to trail their colors in one of the doubles semi-finals. Another youth, G. P. Gardner, Jr., forced Nat Niles out of the singles, and as a result, four of the six players who clash Monday in the finals for the Eastern championship doubles and the Longwood challenge bowl in singles will be from among the younger exponents of the game. The only ones that might be classed as veterans are Niles and Dabney, and though it is true they have been playing for several years it is indeed rather a long stretch of imagination to refer to either as a veteran.

In some quarters the belief was held that young Johnston was being overrated by the critics of the game, and throwing out his match with Clothier there might be some basis for that belief. However, after seeing him come from behind, for Clothier led him two sets to love, and pull out the win as a result of some remarkable play the opinion is general that he is a wonderful player. New York lovers of the game will have a chance to see him play, for he goes to the Crescent A. C. tournament, which opens next Thursday.

The first two sets were easy for the Philadelphian, but once Johnston found his game there was an end to Clothier's chances. Time after time the younger player passed him on hard smashes from the base line and frequently scored with cross court kills that were a revelation to those watching the play. His only apparent weakness is that he does not seem able to bring off lobs as well as some other players. Even at the net game Clothier had to be content with a few scored points with pretty passes.

Clothier had Beals Wright running all over the court yesterday in a vain effort to stave off defeat, but Johnston to-day forced the former titleholder to resort to all sorts of strategy and to run many yards back and forth only to lose the match.

Had the New Yorkers gone down to defeat this afternoon in the doubles match the credit would have rested solely with Wright for Larned was hardly more valuable to him than was the umpire who called foot faults. Unquestionably Larned at present cannot stand the strain of a full week of tennis. In the five sets that were played with Touchard and Washburn he had no less than 81 errors. About the only offense in which he did not figure was at double faults, for in that respect his was clean.

Wright kept the gallery on edge with wonderful gets and brilliant work at the net. Touchard was dazzling with wicked placements and though Washburn was at times erratic his vicious assault won him praise, for more often than not he scored places that were about as good as anything ever seen at Longwood. The other Eastern doubles was simply an exercise match for Niles and Dabney.

Nat Niles as a general rule in practice beats G. P. Gardner, Jr. four times out of five, but in a match the order is reversed. To-day Niles took the first set of the singles semi-final and then dropped three straight. The summary:

Longwood Challenge Bowl, Singles—Semi-final round—W. J. Clothier, San Francisco, 4-6, 5-7, 7-5, 6-0, 8-6; G. P. Gardner, Jr., Boston, defeated W. M. Niles, Boston, 6-3, 6-2, 6-1, 6-3.

Eastern Championship, Doubles—Semi-final round—G. F. Touchard and W. M. Washburn, New York, defeated William J. Larned and Beals C. Wright, Boston, 6-3, 6-2, 6-1, 6-3; A. S. Dabney, Boston, defeated H. R. Scott and S. L. Beals, Boston, 11-9, 6-2, 6-1.

TENNIS ENTRY FLATTERS CLUB.

University Heights Tennis Begins
With Sixty-eight Aspirants.

The annual lawn tennis tournament of the University Heights Tennis Club was started yesterday on the club courts, with sixty-eight entries, one of the largest draws that ever competed in the event. Some of the preliminary and first round matches were held open for players who were competing yesterday in the tourney at Edgemoor. Five of the day's matches went to three sets. The summary:

Men's Singles—Preliminary round—J. E. Cameron defeated G. L. Robinson, 6-0, 6-1; A. R. Van Orden defeated N. Stippler, 6-1, 6-2; W. S. Bogart defeated B. De Wolf by default; F. Shaw, Jr., defeated F. T. Bennett, 6-1, 6-0.

First Round—A. Baker defeated C. Marsh, 6-0, 6-4; A. Wyckoff defeated L. Robinson, 6-2, 6-3; W. Fisher defeated A. W. McLean, 6-1, 6-0; E. W. Blair defeated H. L. Howard, 6-0, 6-1; A. Nankivell defeated W. Swayne, 1-6, 6-1, 6-4; R. Shibley defeated G. Hunter, 6-0, 6-0; G. Greuz defeated H. Wilgerodt, 6-1, 6-0; W. H. Wood defeated H. Reardon, 6-0, 6-2; W. Bates defeated E. Emdorf, 6-3, 6-2; F. P. Behar defeated G. Tegram, 6-4, 6-2; F. P. Adams defeated J. C. A. Childs, 6-4, 6-2; A. Wood defeated R. Wood, 6-4, 6-2, 6-3; E. Thomas defeated A. Begart, 6-6, 1-6, 6-1; T. Walden defeated H. Swain, 2-6, 6-3, 6-1; F. Fisher defeated F. L. Martin, 6-0, 6-1; A. R. Van Orden defeated J. E. Cameron, 6-4, 6-1.

SWEET MARIE SAILS BEST.

George Clark's Yacht Wins Race in
Little Narragansett Bay.

WATCH HILL, R. I., July 26.—The Watch Hill Yacht Club held two races in Little Narragansett Bay this afternoon. The first, a handicap, was won by Sweet Marie, sailed by George Clark, which finished in 1 hour 17 minutes 44 seconds. The Eugenia was second, sailed by Robert Barrie. The Editha, sailed by C. P. Cottrell, was third.

Donald Battey added another victory to the already long list of the Gardner, her time being 1 hour 15 minutes 45 seconds. The other boats finished as follows: Second, Spider, Earl Battey; third, Kingdombury, Mr. Crossman; fourth, Dunham, Frances Dunham; fifth, Tern, Philip Turnbull; sixth, T. N. T., Harry Babcock; seventh, Andrews Dory, W. H. Andrews; eighth, McLanahan Dory, Sam Felton. Silver cups were given to the winners.

Boxing Bout Last Night.
Frankie Fleming knocked out George Kirkwood in the sixth round at the Fairmont A. C. last night.

Kid Graves and Danny Maloney fought ten rounds to a draw at the Irving A. C. Mike Rosen and Young Hector fought a ten round draw at Brown's Gymnasium. At the St. Nicholas A. C. R. F. Billy Rochee disqualified Billy Bennett in the fifth round for repeatedly hitting Young Bradwell low in the clinches.

CANADIAN YACHTS WIN.

Score 22 Points to 10 in One Design
Race of Thousand Islands Y. C.

CLATTON, July 26.—The Canadians won the international race held by the Thousand Islands Y. C. in which one design yachts were used. Canada scored 22 points to 10 by the Americans. Each side had three boats and two races were sailed. The Whistler, owned by R. H. Eggleston of New York, the Baby Thorillo, owned by C. H. Rauth of Montreal, and the Dorothy, owned by R. J. Duggan of Montreal each scored 10 points. The Dorothy won to-day, with Baby Thorillo second and Whistler third. The Canadian boat, the Tod, was disqualified.

Three races were to have been sailed, but the course was not ready on Thursday and the race set for that day was declared off.

FOUR STRAIGHT FOR DURAS.

Adds Chances to His List of Victims
in Game of Sixty Moves.

STANDING OF THE PLAYERS.
Won. Lost. Won. Lost.
Capablanca, 10 0 Bernstein, 4 3
Kupchik, 6 1 Chajes, 3 4
Tenevurzel, 6 2 Beynon, 3 4
Black, 5 15 Phillips, 2 4
Marder, 5 15 Grommer, 2 4
Duras, 4 0 Belhoff, 0 12
Adair, 4 3 Snapper, 0 12

O. S. Duras of Prague, who is scheduled to encounter Jose R. Capablanca of Havana in the masters' tournament of the Rice Chess Club to-day, scored his fourth win yesterday by defeating Oscar Chajes, champion of the Progressive Chess Club, after a protracted struggle extending to sixty moves. Chajes had the white pieces and essayed the queen's pawn opening, which the Bohemian champion developed in accordance with his own notions, bringing out his queen's knight instead of advancing the queen's bishop's pawn, which usually is done for the sake of opening up the position.

The ninth move of Chajes, though not downright bad, did not meet with the approval of the gallery. Nevertheless, the players pursued the even tenor of their ways, and a hard fight was foreshadowed. At the twenty-first turn Duras permitted his QB pawns to be doubled. This opened the knight's file on the queen's wing of the board, a file the Bohemian later on occupied.

Massing three pieces against Chajes' king's knight's pawn, Duras won it on the thirty-fourth move, but had to submit to an exchange of queens. Bishops commanding squares of different color, with a rook apiece, remained on the board, and the onlookers began to doubt the European master's ability to force a win. The latter, however, established two "flying" passed pawns by means of which he attained his goal after sixty moves had been recorded.

MISS NERICH WINS TWICE.

Sister of N. Y. A. C. Swimmer Shows
Skill in the Water.

Miss May Nerich yesterday showed that swimming runs in the blood when she won the two races held at the aquatic meet of the Women's National Life Saving Corps in the natatorium of the Pallasades Amusement Park. Miss Nerich is a sister of Nicholas Nerich, one of the best swimmers in the New York A. C., and she exhibited more than a trace of the family skill in cutting through the water.

Not one of the eight starters in the 200 yard swim had a chance against Miss Nerich, who gained an advantage with the opening dive which she never lost. At the finish she was nearly twenty-five yards ahead of Miss Lillian Howard, who beat Miss Marie Walder after a hard race. Miss Nerich was equally at home

with the back stroke race, which she won by a good margin. Miss Howard again finishing second. The diving competition was very close, single points separating the first three with Miss Adeline Trapp the winner. The summaries:
200 yard swim, scratch—Won by May Nerich, Lillian Howard second, Marie Walder third. Time 3 minutes 5 seconds.
33 yard back stroke race—Won by May Nerich, Lillian Howard second, Adeline Trapp third. Time 54 seconds.
Fancy Diving—Won by Adeline Trapp with 42 points, Josephine Bartlett second with 40 points, Sarah Martin third with 41 points.

CROSS AND BALDWIN REST UP.

Will Spar for Spectators To-day, but
Real Training is Ended.

LOS ANGELES, July 26.—Leach Cross and Matty Baldwin have practically finished their work, but will stage extensive boxing programmes to-day afternoon for the benefit of the hundreds of spectators who are expected to visit the Vernon and Venice quarters.

Cross and Baldwin meet next Tuesday night in a twenty round bout before the Pacific A. C. at Vernon. Among the ring celebrities who will be present upon the occasion are Lightweight Champion Willie Ritchie; the former title holder Ad Wolgast; Johnny Dundee, Jack White, Jess Willard and Pud Anderson. In the betting Cross rules a 10 to 8 favorite, with the indications that the ringside betting will be at even money.

It is known that Promoter J. T. Mc Carey is figuring upon using Ritchie here on either Labor Day or Thanksgiving Day. Wolgast or Joe Rivers is named as the champion's probable opponent.

The proposed return match between Kid Williams and Eddie Campi has been called off and Williams, accompanied by his manager, Sam Harris, left for the East to-day.



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Each year you have looked to the Cadillac for the real and substantial progress in motor car development.

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The principal contributing factor—the two-speed direct drive axle—is described in detail elsewhere.

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Cadillac two-speed direct drive axle

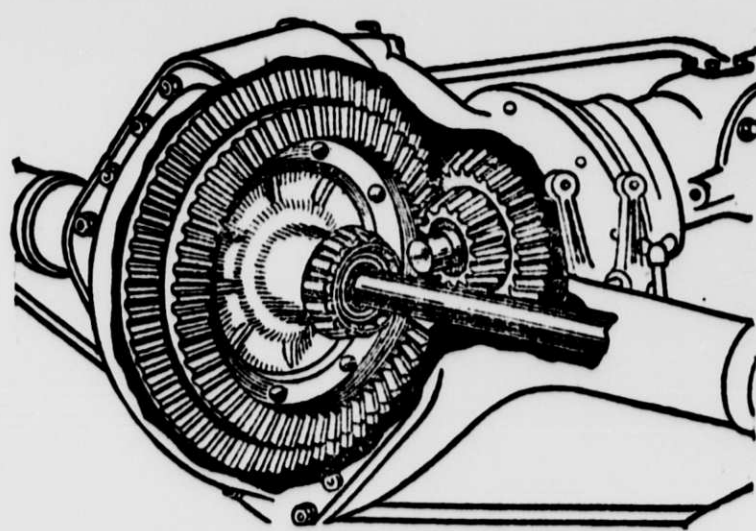
In this new axle the Cadillac Company once more gives evidence of its leadership in motor car development and motor car progress.

The advantages of this axle do not lie in its being particularly an improvement so far as its functions as an axle are concerned, but rather in the manifold advantages attained in other directions through the medium of the axle.

In place of the single bevel pinion and single bevel driving gear common to ordinary construction, there are two bevel pinions and two bevel driving gears. This affords two different gear ratios, each driving direct from the engine to the axle without intermediate gearing.

The usual single direct gear ratios range from about 3.5 to 1 down to 4 to 1, according to the car. Any single gear ratio is necessarily what it is because a single gear ratio must be, or should be, the particular one which is best adapted for all around general use.

No one single gear ratio can possibly be just right for all speeds and for all conditions. But by using two direct gear ratios we have exactly doubled the means for promoting the economical and efficient application of power developed by the engine to the driving of the car.



In the new Cadillac axle we have, as before stated, two direct drive gear ratios. The low direct drive gear, which is 3.66 to 1, is especially adapted for city driving, where starting, stopping and slowing down are frequent and where cautious operation is necessary.

The high direct drive gear ratio, which is 2.5 to 1, is of special advantage where speeds of about 16 miles or more per hour are permissible and desirable.

The change from one gear ratio to the other is made by means of a simple, convenient electric switch. The advantages of the high direct drive gear ratio lie primarily in the fact that with it, any given speed of the engine produces an increase of about 42 per cent. in the speed of the car. For example: at an engine speed of 700 revolutions per minute, with the low direct gear engaged, the car will travel approximately 21 miles per hour; while on the high direct gear it will travel, approximately 30 miles per hour with no increase in engine speed.

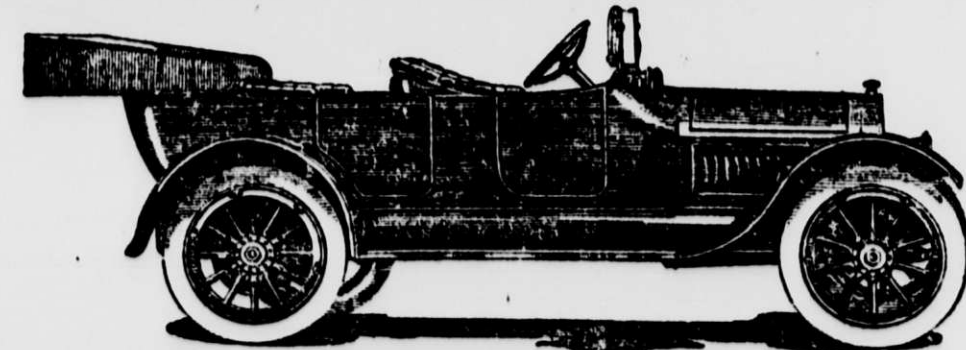
This great increase in car speed in its relation to engine speed accomplishes a number of desirable things. Among these is a decrease in gasoline consumption for a given mileage. This is due to the fact that with the engine turning over slowly—comparatively speaking—a given quantity of gas is utilized to greater advantage and generates more actual power than with the engine turning over more rapidly. Friction also is materially reduced by reason of the parts operating more slowly and this, too, is a factor in reducing gasoline consumption when driving on the high gear.

Another great advantage is that with this direct drive high gear ratio there is obtained an extraordinarily luxurious smoothness in running, together with a marked quietness and a comparative freedom from the vibration which, to a greater or less extent, is ever present when traveling at high speed with a low gear ratio.

In attaining these much desired qualities, instead of adding complications to the power plant which make for greater fuel consumption and for greater upkeep expense, they have been attained by methods which are strikingly the reverse, viz., by methods which lessen the fuel consumption, methods which decrease friction with its resulting wear and methods which make for longer life, together with an appreciable decrease in the cost of operation and maintenance.

Specifications in brief

ENGINE—Four-cylinder, 4½ inch bore by 5¼ inch stroke; silent chain-driven cam shaft, pump shaft and generator shaft; enclosed valve mechanism. FIVE-BEARING CRANKSHAFT. HORSE-POWER—40-50. COOLING—Water, copper jacketed cylinders. CENTRIFUGAL PUMP; radiator, tubular and plate type. IGNITION—Delco dual system. CRANKING DEVICE—Delco Electrical, patented. LUBRICATION—Cadillac automatic splash system, oil uniformly distributed. CARBURETOR—Special Cadillac design of maximum efficiency, hot water jacketed and electrically heated; air controlled from driver's seat. CLUTCH—Cone type, large, leather faced with special spring ring in fly wheel. TRANSMISSION—Sliding gear, selective type, three speeds forward and reverse. Chrome nickel steel gears running on five Annular ball bearings. CONTROL—Hand gear change lever and hand brake lever at driver's right, inside the car. Service brake, foot lever. Clutch, foot lever. Rear axle gear control, electric switch. Throttle accelerator, foot lever. Spark and throttle levers at steering wheel. Carburetor air control, hand lever on steering column. DRIVE—Shaft, to two sets of bevel gears of special cut teeth. AXLES—Rear, full floating type; special alloy steel live axle shafts; two-speed direct drive (see detailed description). Front axle, drop forged I beam section with drop forged yokes, spring perches, tie rod ends and roller bearing steering spindles. Front wheels fitted with Timken bearings. BRAKES—One internal and one external direct on wheels, 17 inch by 2½ drums, exceptionally easy in operation, both equipped with equalizers. STEERING GEAR—Cadillac patented worm and worm gear sector type, adjustable. 18 inch steering wheel with walnut rim, aluminum spider. WHEEL BASE—120 inches. TIRES—36 inch by 4½ inch; O. D. demountable rims. SPRINGS—Front, semi-elliptical. Rear, three-quarter platform. FINISH—Calumet Green with gold stripe. STANDARD EQUIPMENT—Cadillac top, windshield, full lamp equipment, gasoline gauge, electric horn, power tire pump, foot rail and cocoa mat in tonneau of open cars, robe rail, tire holders, set of tools, tire repair kit, Warner Autometer.



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